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CUSTOM COMBINE OPERATORS' GUIDE
1944 Harvest Season

(Prepared by the Agricultural Adjustment Agency,
War Food Administration, Washington, D. C.)

The Agricultural Adjustment Agency, War Food Administration, has established procedure and effected working arrangements with other governmental agencies for the purpose of assisting custom combine operators in the harvesting of a maximum amount of crops. This "Guide" has been prepared to assist in holding to a minimum, delays involved in procuring necessary tires, gasoline, and repair parts, and in moving the custom unit from one job to another.

I. How to Determine Where Combines are Needed

A. When plans are made to move into another State, it is advisable to so notify the State AAA committee for that State and to give the approximate date of arrival if immediate assistance is desired in placing your combine.

B. When entering a State -

1. If the AAA has stationed a person at the port of entry, that person will direct you to the counties where combines are needed. Upon entering the area of need, inquire at the county AAA office for location of farms needing combine assistance.
2. If a person is not stationed at a port of entry, signs will be posted to direct you to the county AAA office which will inform you of counties most in need of combine assistance, or, in lieu of signs, the telephone number of that county AAA office will be posted. Any county AAA office within an area of need will give you locations of farms needing combine assistance.

C. After completing a run of jobs -

1. Contact the county AAA office. If necessary, that office will call the State AAA office to learn of areas needing combine assistance.

II. How to Procure Non-highway and Highway Fuel

A. Non-highway fuel -

Procure 6-months' ration from Local War Price and Rationing Board before starting trip. If supplemental ration is needed while en route, go to nearest Local War Price and Rationing Board and apply on Form R-537. County AAA office in that area will make certification as to the supplemental fuel needs.

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OPA instructions to local boards are outlined in "Annotations", Gasoline, paragraph 433 of Local Board Looseleaf Service.

AAA instructions are outlined in "Special Services Memorandum-90, Machinery Rationing-145."

B. Highway fuel for trucks -

Before starting trip have Certificate of War Necessity mileage adjusted, if necessary. The CFTC located at the county AAA office will make certification to ODT on additional mileage needed. Home Local War Price and Rationing Board issues fuel rations in accordance with mileage authorization on Certificate of War Necessity.

If an increase in Certificate of War Necessity mileage is needed while en route, go to the nearest county AAA office where certification will be made by CFTC to ODT on increased mileage needed.

ODT instructions are outlined in a memorandum dated May 15, 1944, Refer W-4837.

AAA instructions are outlined in "Special Services Memorandum-90, Machinery Rationing-145."

III. How to Obtain Tires - Tractor, Truck, Implement, and Passenger Car

Before starting the trip, apply to the Local War Price and Rationing Board for necessary tires. Usually, spare tires are not allowed for tractors and farm implements. However, Section 506(b) of the OPA tire regulations permits issuance of a spare if the Local War Price and Rationing Board is satisfied of the need. If a replacement tire is needed while en route, go to the nearest Local War Price and Rationing Board. Certification as to replacement tire needs may be procured from the county AAA office in that area. According to Section 302(b) of the OPA tire regulations, Local Boards should act on applications for tires when a real and immediate need exists, even if the vehicles are not normally stationed in the Local Board's area.

OPA instructions to Local Boards are outlined in "Annotations," Tires, paragraph 281.05 of Local Board Looseleaf Service.

AAA instructions are outlined in "Special Services Memorandum-90, Machinery Rationing-145."

IV. How to Procure Repair Parts While En Route

If repair parts for tractors, combines, trucks or other vehicles in the custom operator's unit cannot be procured from local dealer or distributor organization, this fact should be reported to the nearest county AAA office. The county AAA office may be of assistance in locating repair parts for trucks and will offer all possible assistance in locating repair parts for other vehicles and implements.

AAA instructions are outlined in "Special Services Memorandum-90, Machinery Rationing-145."

V. Noxious Weeds

To prevent the spreading of noxious weeds, you should clean off your equipment before moving from one farm to another and before moving from one State to another State.

VI. Liability Insurance

Custom operators who attended the custom combine meeting at Omaha, Nebraska, on April 5 and 6, recommended that all custom operators be encouraged to carry liability insurance.

VII. Summary of Highway Regulations for the States in the Great Plains Area

These regulations are given in substantially the same briefed form as presented to the Agricultural Adjustment Agency and may be used as a guide to individual State highway requirements. If you have any question in regard to these regulations, correspondence should be directed to the appropriate State officials.

Colorado

Trucks and tractors must all have a license. Fee for trucks based on factory rated capacity.

Combines running on their own power must also have license.

Combines trailed, no license necessary.

When it is necessary to license here, a specific ownership tax will be collected.

For each vehicle intended to be used to haul crops on the road, the operator should apply for a private carrier's permit at the Public Utilities Commission Office, Denver, Colorado. The fee for registration is \$5.00 and a deposit of \$10.00 is required to insure the payment of the road tax.

Iowa

Combines

Maximum-width 8';-length-single unit 35'-combination 45'-height 12.5'. Axle load 18,000#. Permit required if over 8' wide, permit and escort if over 11'9" wide. Blanket permit available at State Highway Commission, Ames, Iowa. Obtain about 2 weeks before entry. Emergency and 2 or 3 week permit available by addressing one of the following: Eugene Cook, Rock Rapids; C. A. Rogers, Court House, Sioux City; J. R. Turnbull, Denison; B. J. Conlon, Nonparell Court Building, Council Bluffs; R. F. Meyer, Shenandoah; Guy A. Perry, Creston.

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Trucks

Registration not required by operators for moving equipment from place to place nor for hauling grain within limits of farm on which work is being done. Registration required for hauling grain on highways from farm or field to elevators or other market points. Apply to Dale J. Shaw, Motor Vehicle Registration Division, Department of Public Safety, Des Moines, Iowa. License for 1/2 year available July 1 at regular gross weight fees. Refund for 1 calendar quarter will be made on application, with affidavit of removal, filed by September 30.

Kansas

Every out-of-State custom operator must stop at the ports of entry, register, and declare his intention to perform a harvest service. There is no charge for this registration. The legal measurements for vehicles on the highways shall not exceed the following: Length 35 feet for one vehicle or 45 feet for two, height of 12 $\frac{1}{2}$ feet, and width of 8 feet. If the machinery exceeds any of these measurements, a special permit can be secured at the port of entry. Travel cannot be performed after dark. Flags are required on machines. Combines and tractors do not require license plates. Cars or trucks usually do not require Kansas plates if they are equipped with current plates from the home State. Kansas driver's licenses are not required if the operator has his home State license.

The hauling of grain on highways is interpreted as a transportation service. A permit is required and the ton mile tax applies. The person who desires to perform a transportation service should get complete information from the State Corporation Commission, Topeka, Kansas.

Minnesota

State law requires that movements of oversize vehicles or equipment on the public highways be covered by special permits. Such permits are furnished upon request without charge. In the case of movements on truck highways the request should be addressed to the Department of Highways, St. Paul, Minnesota. In the case of movements of any oversize equipment on county or local roads, the law requires that permits be obtained from the local road authorities.

Regarding the movement and operation of out-of-State trucks as may be required in connection with the contemplated operation of the custom combines, it is believed that this is covered by the Governor's Executive Order issued under date of June 29, 1943. Under this order and pursuant to Section 6 of Laws of 1943, Chapter 600, according to information on file, Governor Thye has to date negotiated reciprocity agreements with five States of the twelve which were represented at the Omaha meeting, namely North Dakota, South Dakota, Nebraska, Iowa and Missouri. Reciprocity negotiations with other States now under consideration in the Governors's office include a request from the State of Oklahoma.

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A verbal opinion from the Legal Division is to the effect that the Governor's reciprocity agreements would suspend enforcement of any State, county, or local law, or regulation with reference to payment of licenses to the same extent as is granted by other States.

Missouri

Allowable widths, heights, and lengths of motor propelled or motor drawn vehicles are:

Width not to exceed 96 inches, height not over $12\frac{1}{2}$ feet, and combination of units not to exceed 45 feet. Agricultural implements which are operated temporarily on the highway and for short distances are exempt from these restrictions. The law further provides that a permit is required to move equipment which exceeds weight and size limits, over our highways. Apparently a permit is not needed for moving farm equipment and machinery over the highways from farm to farm in the same neighborhood, but that when it is moved for a considerable distance, a permit must be secured.

If the movement of the vehicle will in any way cause a hazard to traffic, a motor patrol or escort assuring adequate safety must be provided. Whenever the movement is from farm to farm and the machinery must be taken over a highway bridge, proper precaution must be taken in the providing of a flagman or warning signals.

With reference to licenses, write to the Secretary of State, Jefferson City, Missouri.

The axle load allowable is 18,000 pounds on one axle, or 600 pounds per inch width of tire.

If it is possible when securing permits, the operator of the machine should get in touch with the Secretary of State or the Highway Department for the necessary permits, but in cases of emergency, the following State highway division points are given, together with their location and telephone numbers:

Division No.	1	St. Joseph	Telephone No.	2-3394
"	2	Macon	"	2152
"	3	Hannibal	"	2764
"	4	Kansas City	"	Linwood 7105
"	5	Jefferson City	"	3130
"	6	Kirkwood	"	Kirkwood 708
"	7	Joplin	"	794
"	8	Springfield	"	5634
"	9	Willow Springs	"	4
"	10	Sikeston	"	170

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Montana

1. Combines entering the State of Montana or State combines traveling Montana highways are classed as implements of husbandry and as such are not required to secure any special permits and are eligible to proceed along regular traveled routes and highways.
2. Licenses are not required on custom combines or other implements of husbandry and no licenses are required on trucks which come into the State for a period of 60 days or less for the purpose of assisting in the harvest, provided of course that they are properly licensed in their State of origin. If the trucks are not properly licensed in the State of origin, the Montana license fees are as follows: After July 1, one-half the regular yearly license fee shown below plus a \$1.00 registration fee.

Yearly License Fees

- (a) Tractors and/or trucks of one (1) ton capacity or under, five dollars (\$5.00)
 - (b) Tractors and/or trucks over (1) ton and up to and including one and one-half ($1\frac{1}{2}$) tons capacity, ten dollars (\$10.00)
 - (c) Tractors and/or trucks over one and one-half ($1\frac{1}{2}$) tons and up to and including two (2) tons capacity, twenty-two dollars and fifty cents (\$22.50).
3. Motor vehicles used in carrying property consisting of ordinary livestock or agricultural commodities (not including manufactured products thereof) and if such motor vehicles are not used in carrying any other property or passengers, for compensation, the vehicles are exempt from M. R. C. Licenses.

Note: If vehicles are used for carrying manufactured products of livestock or agricultural commodities, or in carrying any other property or passengers for compensation, vehicles are not exempt and must operate under the Motor Carriers Act.

4. Governor Sam C. Ford issued a proclamation in regard to the flow of interstate commerce effective for the present emergency, which liberalized measurably the regulations governing the movement of interstate motor vehicle commerce. The proclamation enters into reciprocal agreements with other States whereby out-of-State trucks will not be required to obtain licenses providing the State from which the trucks originated has entered into such reciprocal agreement with Montana. There has been a question raised as to the legality of the Governor's proclamation; however, no test case has been made, and they are operating under the provisions of the proclamation. It does, however, have value because it shows the attitude of officials in regard to the need for liberal interpretation and enforcement of existing laws for the duration of the present emergency.

The Montana Highway Patrol has likewise expressed a desire to aid and speed the custom combine program and the intra-State and county movement of these machines by viewing with leniency such cases as might arise.

Nebraska

1. No permit is required for truck, tractor or combine to enter or travel through the State.
2. No additional truck license is required unless grain is hauled. License may be purchased for last half of year.
3. Movement of combine after dark is not permitted.
4. Proper flagging is required.

North Dakota

The following paragraph will be included in Governor Moses' Proclamation covering the movement of custom combines in the State this fall:

"PROCLAIM, that for the period hereinafter prescribed, all State, county, and city officials shall permit the operation within this State of any motor vehicle engaged in the transportation of grains or other agricultural products which have been grown within this State, or engaged in the transportation, into, within or through this State, of combines or other harvesting equipment, or privately owned motor vehicles used as a means of transportation by farm laborers coming into, or through, or moving within the State, even though said vehicle is not licensed under the laws of this State, provided only that said vehicle is properly licensed under the laws of the State or province of which the owner thereof is a resident."

Oklahoma

1. Combine operators should immediately obtain a temporary permit. Apply to Maintenance Engineer, State Highway Department, Oklahoma City, Oklahoma. Combines over 8 feet should be flagged on front and rear.
2. Thirty-day license, which costs approximately \$10.00 for maximum loads on $1\frac{1}{2}$ ton trucks, is necessary if used to transport grain.

Additional Information:

1. Highway patrolmen will give every assistance possible when called upon by combine operators.

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2. The maximum clearance of underpasses is 12 feet 6 inches.
3. Properly executed application for permit will expedite the issuance of the permit.

South Dakota

Governor Sharpe, the State Highway Department, and the Motor Patrol have established the following emergency regulations for the 19⁴⁴ harvest season:

1. There is no limitation on the height or width of a combine being moved on the highways; however, the State is asking that anything wider than eight feet be properly flagged and that combines not be moved on the highways after dark.
2. Trucks used to transport tractors or combines will not be required to pay any South Dakota fees or licenses. Trucks from a custom combine unit will not be required to pay additional fees or licenses to haul grain from the field to the farmstead or from the field to the market.

Texas

1. Combines entering the State of Texas are not required to secure any special permits and may move freely into the State and from farm to farm. This equipment is classed as an implement of husbandry and as such is exempt from all permit requirements. This rule is not new but has been in effect for a number of years.
2. Trucks and trailers used in transporting combine machines are exempt from securing special permits. Trucks used in connection with the harvesting of grain crops do not require licenses for the first 30 days.
3. In cooperation with the war effort and the food production program, Texas will permit the intra-State movement of the harvested grains from the farms to railroad points or to elevators in out-of-State trucks for a period of 30 days provided the trucks are properly licensed in their home States. The same applies to any passenger vehicles or utility trucks which may be a part of the operator's usual equipment fleet required in the efficient operation of the harvesting crew.

Ordinarily, movements over Texas highways made under special permits are restricted to daylight movement only. However, the combines in question will not move under permit. Operators should handle the combines and accompanying trucks with the greatest possible degree of safety. Texas authorities prefer that over-width combines do not move at night.

Wyoming

1. Immediately after entering the State, it is the custom combiner's responsibility to contact the State Highway Patrolman for that district. The Patrolman will issue a one-way permit at \$6.00 per vehicle in the caravan. The permit is good as long as the operator is in the State. A tractor and combine count as two vehicles. If the caravan leaves the State, then re-enters for additional work, new permits are needed.
2. Size of Load. No vehicle should be operated on the highways whose width, including the load, is greater than 96 inches, except farm tractors which shall not exceed 108 inches in width. The height of the vehicle, including the load, shall not be more than 12 feet, 6 inches, nor the length more than 40 feet, and no combination of vehicles coupled together shall be greater than 45 feet in length, provided that in special cases the Patrolman can approve a movement for over-size vehicles.
3. Weight of Load.
 - (a) The total load on any one wheel shall not exceed 9,000 pounds, and the total load shall not in any case exceed 800 pounds per inch width of tire. All wheels on one end of one axle shall be counted as one wheel.
 - (b) The total load on any one axle shall not exceed 18,000 pounds.
 - (c) The total weight shall not exceed 24,000 pounds plus 600 pounds for each foot or fraction thereof of distance between the front and rear axles of a vehicle or combination of vehicles; nor shall the partial weight and load which is carried on any two or more consecutive axles exceed 24,000 pounds plus 600 pounds for each foot or fraction thereof of distance between the front and rear axles; provided, however, that the total weight shall exceed in no case 48,000 pounds.
4. Age of Operator. It is unlawful for any person under 15 years of age to operate a motor vehicle on the highway.
5. Motor Vehicle Lights. Vehicles over 96 inches in width are not allowed to travel at night without special permits, and those under this width are required to have front and rear lights - the front lights being sufficient to reveal a person on a highway at a distance of 200 feet; the rear light (red) plainly visible under normal atmospheric conditions from a distance of 500 feet. Clearance lights, or adequate reflectors, are required on vehicles over 70 inches in width. Side marker lights or reflectors are required on vehicles exceeding 20 feet in length.

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6. Flares. Trucks shall not be operated on the highway at any time from a half hour after sunset to a half hour before sunrise unless they carry in such vehicle not less than three flares capable of continuously producing a warning light visible from a distance of at least 500 feet for a period of at least 12 hours.
7. Parking on Highways. Vehicles may not be left standing on the main traveled portion of a public highway even when undergoing repairs, unless the vehicle is so disabled as to prohibit the moving of the same, in which case lights or flares are required after darkness.
8. Sundays and Holidays. There is no restriction on Sunday or holiday travel unless vehicles are over 96 inches in width, in which case a special permit is required.